

CPAM 2005-0003, UPPER BROAD RUN/UPPER FOLEY POLICY SUBAREAS
Prepared October 17, 2006

BOARD OF SUPERVISORS' REQUESTS/QUESTIONS
(July 18, 2006 and October 14, 2006)

RESPONSE

1. What action did the House of Delegates take on the bill proposed by Delegate Marshall concerning a road improvement map in the Comprehensive Plan (HB1521)? The text of this bill and the legislative action are to be included in the discussion at the worksessions.	<i>The County Attorney is drafting a response to this question. The response will be provided to the Board under separate cover.</i>
2. Provide copies of the Land Use Committee Report for ZMAP 2001-0003, Moorefield Station, dated December 16, 2002, at the October 17, 2006 Committee of the Whole worksession.	<i>A copy of the report is provided in Attachment 1.</i>
3. Request a joint meeting with the elected officials of Fairfax and Prince William Counties (local and state officials).	<i>The lead time necessary to arrange joint meetings with adjacent jurisdictions can be extensive. Several such meetings have been conducted with neighboring Fairfax and Prince William counties in the past that involved topics of mutual interest. Setting such a meeting a month or more in advance would not be atypical. Alternatively, a meeting of a smaller working group of representatives could be arranged in a shorter time frame, perhaps within 2-3 weeks.</i>
4. Request an environmental impact analysis - air quality - what is the impact on the various watersheds, streams, etc. (Bull Run, Broad Run, Potomac River, Chesapeake Bay).	<i>As part of the CPAM process, staff prepared an informational paper regarding existing environmental and historical resources in the Upper Broad Run and Upper Foley subareas; this paper was provided as Attachment 7 of the October 10, 2006 Board of Supervisors Public Hearing Staff Report. A more in-depth analysis of the impacts to various watersheds may be possible through the Occoquan Monitoring Laboratory, which can run the Occoquan Model to estimate water quality impacts (phosphorus, nitrogen, sediment loads and runoff) associated with different land use scenarios within the Occoquan Watershed (Lower Bull Run). Endorsement from the Board of Supervisors or County Administration is needed for the lab to model the two land-use scenarios. Such a model could take up to 8 weeks for preparation. In addition, the Chesapeake Bay Program office in Annapolis, Maryland has regional watershed, estuary, and airshed models for the Chesapeake Bay Watershed that could potentially provide information on air and water quality impacts associated with different land use scenarios.</i>
5. If Loudoun County Sanitation Authority (LCSA) is the water and sewer provider, has an analysis been done on the additional capital and operational expenses to cover services? Does LCSA foresee any impact on the rates of current subscribers?	<p><i>LCSA has provided the following response via e-mail on 10/17/06:</i></p> <p><i>“Water and wastewater infrastructure needed to serve the CPAM properties is understood by LCSA engineering staff and the cost of that infrastructure would be borne by the development community through LCSA’s standard means of doing business. Developers are required to provide up-front financing for the capital improvements and are reimbursed part of a LCSA imposed availability charge collected from connections served by the developer installed facilities, if and when properties connect to those facilities.</i></p> <p><i>In this manner growth pays for growth and developers assume the risk of financing capital facilities. Generally, the cost of expanding the system is revenue neutral to LCSA and its existing customers because those costs are</i></p>

	<p><i>borne by developers and new connections.</i></p> <p><i>LCSA does not foresee any material impact of serving the CPAMs on user rates for current customers (subscribers). These rates are set to recover the cost of operating and maintaining the systems. The system extensions needed to serve the CAPM properties are of a standard nature and will have typical operating expenses. LCSA is of sufficient economy of scale that adding the CPAM densities to the LCSA customer base will not have significant downward pressure on our rates, no upward pressure on our rates and, therefore, no material impact on rates for our existing customers.”</i></p> <p><i>LCSA staff will be available at the October 17 worksession to answer questions the Board may have.</i></p>
6. Request a fiscal impact analysis (capital and operational).	<p><i>A complete fiscal impact analysis of a project of this size is a major undertaking. Management and Financial Services staff estimate that such analysis, whether conducted in-house or out-sourced, would require at least 12 weeks. A look at the capital impacts at buildout is a relatively easy project and could be turned around before the next meeting. One of the difficulties in performing an operational fiscal impact analysis is the difficulty in estimating an annual rate for housing, retail, and office.</i></p>
7. Would this CPAM create a community that would meet the definition of a COG regional activity center?	<p><i>The Metropolitan Washington Council of Governments identify five types of Regional Activity Centers: (1) the DC Core; (2) Mixed Use Centers; (3) Employment Centers; (4) Suburban Employment Centers; and (5) Emerging Employment Centers. An area would have to provide more than 20,000 jobs to qualify as an Employment Center and more than 15,000 jobs to qualify as a Mixed Use Center, Suburban Employment Center, and Emerging Employment Center. See Attachment 2 for additional information regarding Regional Activity Centers.</i></p> <p><i>As an example, the seven active rezonings in the Upper Broad Run and Upper Foley subareas (see Attachment 3) altogether propose 98,000 sq ft of office and 345,000 sq ft of town center (office and retail) uses. (Note: The applications did not provide a breakdown of the office and retail uses proposed in the town centers.) The general rule of thumb is to allow 175 to 250 usable square feet per person of office space depending upon the type and style of the business. Using the conservative estimate of 175 sq ft, the currently proposed 443,000 sq ft of office and town center uses would generate approximately 2,531 employees. It does not appear that the current rezoning applications, which represent over half of the total acreage of the subareas (5,061 out of a total 9,221 acres), would meet the definitions for a Regional Employment Center.</i></p>
8. What would be a reasonable rate of absorption of the housing, retail, and office (proposed in this CPAM)?	<p><i>This is a very important component of any further analysis. There are very tentative projections of demand (absorption) forecast by Staff for the Dulles sub area. This is the forecast based upon the land at existing zoning. There is no projection available for the Transition Area. Staff will provide a tentative projection by the next meeting, but it will only be a rough initial estimate. Greenvest L.C. has provided a copy of the “Fiscal Impact Analysis of Active Adult and Non-Age-Restricted For-Sale Housing at Dulles South Loudoun County, VA”. Staff will provide a synopsis of this report at the October 30, 2006 worksession.</i></p>

9. How many schools in the Dulles South area are currently at or exceed capacity?	<i>According to a phone conversation with School planning staff, all current facilities in the area are at or over capacity, with the exception of Aldie Elementary. Staff will get a follow-up in writing.</i>
10. How many schools in the Dulles South area are projected to be needed to cover the currently approved and by-right development over the next 6 years? (If able, also go to 10 years)	<i>According to a phone conversation with School planning staff, 3 Elementary Schools, 1 Middle School, and 1 High School are planned over the next decade. Again, staff will get a follow-up in writing.</i>
11. How many additional schools and public facilities would be needed under this CPAM? (Update Table on page 8 of the staff report)	<i>Staff can perform this task before the next meeting.</i>
12. Under current standards and ratios, how many additional county and school employees would need to be hired based on the absorption rate in question # 6? (Specifically address teachers, sheriff's deputies, and fire fighters)	<i>Using current school employees per child and county employees per capita data, the calculation of these questions can be performed in the next 2-3 weeks, subject to the limitations described in the answers to be provided for Question 8.</i>
13. What is the status of each and every rezoning filed in the transition area? Have any south of Braddock been withdrawn?	<p><i>There are seven active rezoning applications in the Upper Broad Run and Upper Foley Subareas. None of the applications south of Braddock Road (Greenfields and Braddock Village) have been withdrawn to date. The following is the status of each rezoning:</i></p> <ul style="list-style-type: none"> <i>• Arcola/George Mason University – Through first round of referrals; waiting for a 2nd submission from applicant.</i> <i>• Braddock Village – Applicant has 2nd referrals; waiting for applicant to re-submit. Applicant waiting for policy guidance from Board of Supervisors.</i> <i>• Broad Run Village – Waiting for applicant response to 1st referrals.</i> <i>• Greenfields – Waiting for applicant's response to 1st referrals.</i> <i>• Kennedy Property – Out on 1st referral.</i> <i>• Lenah – Applicant has 1st referrals; waiting for applicant to re-submit. Applicant waiting on policy guidance from Board of Supervisors.</i> <i>• Westport – Out on 2nd referral and the comment due date is 10/28/06.</i> <p><i>The status of the proposed rezoning applications south of Braddock Road (Greenfields and Braddock Village) will also be discussed at the October 23, 2006 Transportation Land Use Committee meeting. Additional information regarding these applications is provided in Attachment 3.</i></p>
14. Of the filed applications, have any of them proffered to construct interchanges on Route 50? If so, which interchanges and when? Also, are they taking capital facility credit for the interchange construction?	<i>Only two of the seven proposed rezoning applications have provided proffers to date: Braddock Village and Westport. Staff will provide additional information at the October 30, 2006 worksession.</i>

15. Of the filed applications, which road improvements have been proffered? At what cost? Have they taken capital facility credit for the construction of roads?	<i>Only two of the seven proposed rezoning applications have provided proffers to date: Braddock Village and Westport. Staff will provide additional information at the October 30, 2006 worksession.</i>
16. Has the Housing Advisory Board taken a position on charging capital facilities contributions for workforce housing? If so, what is the position? If not, please ask them to do so.	<i>The Housing Advisory Board (HAB) is meeting tomorrow and will receive this question. HAB is requesting to be included in a Committee of the Whole worksession to discuss draft housing policies. HAB also encourages the Board of Supervisors to attend the October 18, 2006 Human Services Committee to hear a HAB presentation on housing policies recently draft by the HAB.</i>
17. Has the county complied with the new law drafted by Del. Bob Marshall regarding the cost estimates for transportation improvements? If so, what was the result? If not, please request the figures.	<i>The County Attorney is drafting a response to this question. The response will be provided to the Board under separate cover.</i>
18. Has the Housing Advisory Board come up with an implementation plan to fulfill the workforce housing policies of this CPAM? If so, what is the plan? If not, when is a plan expected? Cost estimate implementation plan?	<i>The Housing Advisory Board (HAB) is meeting tomorrow and will receive this question. HAB is requesting to be included in a Committee of the Whole worksession to discuss draft housing policies. HAB also encourages the Board of Supervisors to attend the October 18, 2006 Human Services Committee to hear a HAB presentation on housing policies recently draft by the HAB.</i>
19. What mix of retail/office/ residential/civic/open space uses is necessary to achieve a balanced community? (This request was made at the July 18 th meeting).	<i>There is no one answer to determine what the most appropriate mix of land uses are for a community. Land use mixes are a reflection of a community's preferred build-out scenario, where patterns of development are derived from assumptions unique to that community. The <u>Revised General Plan</u> designates different areas of the County for several planned land use categories (Residential, Keynote Employment, Business, etc.), each with their own land use mix. At the Board's direction, more detailed information can be provided at the October 30 worksession.</i>
20. If everything that is proposed is built and all the planned roads proposed in the Countywide Transportation Plan (CTP) are built, will that be enough capacity to handle the level of traffic that would be generated by this area?	<i>Based on the second traffic forecast produced by VDOT and distributed to the BOS on October 17, 2006, the full CTP road network could handle 38% of proposed residential buildout with an acceptable service level on Route 50 east of Route 659 Relocated. VDOT did not test the above defined alternative.</i>
21. What are the capital facility contribution per category of facility (e.g., parks, schools, etc.)? Such calculations should take into account each of the facilities that are proposed to be constructed for each of the scenarios, multiply those facilities by the construction costs, and then subtract out any proffers that would be expected to be achieved from rezoned developments.	<i>By answering Question 11, staff has most of the data needed for this question. There will be three components to this answer: the facilities generated by the by-right component (either as part of the potential higher planned land use or under current land use); the improvements that can be expected as part of any potential proffer package; and the non-contributing units resulting from ADU or other policies. This will take 2-3 weeks.</i>

<p>22. How many dwelling units would be eliminated if Lenah Road is the division line for development? (At the October 3rd meeting, the Board voted to remove the Plan Amendment for land area south of Braddock Road (Route 620) from CPAM 2005-0003 / Upper Broad Run and Upper Foley Transition Policy Subareas.)</p>	<p><i>Staff would need to seek clarification of exactly what areas are to be examined, but following such, the analysis could be provided by the next meeting. Supervisor Clem is intending to meet with staff to provide that clarification.</i></p>
<p>23. How much would it cost Loudoun taxpayers to finance all the needed amenities (for example, complete Phase 2 and Phase 3 of the recreational center, outfit the library's top floor, provide the needed soccer fields, etc.) that are needed by residents and to build the road network that was proposed by the developers in proportion to required density if this area was developed by-right? When would these amenities be provided to citizens.</p>	<p><i>Using the current CIP, the CNA currently under development, and adopted capital facilities standards, staff will attempt to answer this question. Given the current projects of the capital budgeting staff, this will probably also take between 2-4 weeks.</i></p>
<p>24. Was the rural downzoning (which eliminated 27,000 dwelling units) included in the Council of Governments (COG) data information?</p>	<p><i>The last Round of COG data was collected at a time prior to the Courts decision on the Rural Policy Area. This means that the data was predicated on fewer units than are currently possible in the Rural Policy Area.</i></p>
<p>25. How much office in the suburban area can be built that is not currently built? Revise the number of dwelling units that could be built in the County. (This request was made at the July 18th meeting).</p>	<p><i>Information regarding office and industrial land is provided in Attachment 4. Information regarding proposed and approved projects in the Dulles South area is also provided in Attachment 5. Staff continues to work on this data request and will provide additional information at the October 30 worksession. Greenvest L.C. has provided a copy of an "Analysis of Available Land for Residential and Office/Industrial Development in Loudoun County, Virginia". Staff will provide a synopsis of this report at the October 30, 2006 worksession.</i></p>
<p>26. What is the ratio of the number of citizens that work in Loudoun and outside of Loudoun? (This request was made at the July 18th meeting).</p>	<p><i>Information regarding commuting patterns is collected by the U.S. Census Bureau. The 2000 Census indicated that of the 79,239 workers employed in Loudoun County, approximately 48% (38,321) live in the County and 52% (40,918) commute in from other places, primarily Fairfax County. Of the 92,254 resident workers living in Loudoun County, approximately 42% (38,321) work in the County and 58% (53,933) commute to jobs outside of the County. The largest percentage of residents commuting out of the County work in Fairfax County (67%) and the District of Columbia (6%).</i></p> <p><i>The Basic Housing and Employment Data and Projections report prepared by AECOM Consult for the Loudoun County Housing Advisory Board (August 1, 2006) indicated that on a net basis, in-commuting occurred in Loudoun County in nine industries. The industries where the most in-commuting occurred (e.g., more employees commuted into Loudoun County than commuted out) were construction; transportation & warehousing; retail trade; and local government. See Attachment 6 for more information.</i></p>

<p>27. What additional road construction measures would be needed for Route 50 to function as a limited access highway between Loudoun County Parkway and Route 28 with a Level of Service (LOS) above F? (This request was made at the July 18th meeting).</p>	<p><i>The construction of the interchanges along Route 50 would need to be in place for it to function as a limited access highway. The County will need to identify funding resources for the interchanges on Route 50 and prepare concept designs for the interchanges as expeditiously as possible. A design consultant has been selected for the Route 50/Loudoun County Parkway interchange.</i></p>
<p>28. How many lanes and how many interchanges would be needed on Route 50 so that the roadway operates at the Virginia Department of Transportation's (VDOTs) and the current Countywide Policy of LOS D? Which, if any are needed, of these interchanges are in the Constrained Long Range Plan? Are there currently any proffers collected to pay for these interchanges (including the ones in Fairfax County)? (This request was made at the July 18th meeting).</p>	<p><i>At least six lanes and all of the interchanges identified in the Countywide Transportation Plan (CTP) would be needed so that Route 50 can operate at a LOS D. An additional fourth west-bound lane may also be required. All of these interchanges are currently in the Constrained Long Range Plan. To date, \$2.2 million (Avonlea Plaza) has been proffered for the construction of the interchanges.</i></p>